

ENF Environmental Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	14001
MEPA Analyst:	Holly Johnson
Phone:	617-626-1023

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Red Line/Blue Line Connector		
Street: Cambridge Street		
Municipality: Boston	Watershed: Boston Harbor	
Universal Tranverse Mercator Coordinates: (See Attachment 3 for location)	Latitude: (See Attachment 3 for location) Longitude:	
Estimated commencement date: 2013	Estimated completion date: 2017	
Approximate cost: \$242 - \$302 million	Status of project design:	0 %complete
Proponent: Executive Office of Transportation (EOT)		
Street: 10 Park Plaza Suite 4150		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Stephen Woelfel		
Firm/Agency: EOT Office of Transportation Planning	Street: 10 Park Plaza Suite 4150	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 617-973-7474	Fax: 617-973-8035	E-mail: steve.woelfel@eot.state.ma.us

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
 a Single EIR? (see 301 CMR 11.06(8)) Yes No
 a Special Review Procedure? (see 301CMR 11.09) Yes No
 a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres):

Any state financial assistance will be further defined in the EIR. Funding is expected to come from state and local funds. All land to be used by the project is public right-of-way owned by the City of Boston or the Department of Conservation and Recreation (DCR), some of which may be subject to Article 97. There are no land transfers expected from any agencies of the Commonwealth.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify) No

List Local or Federal Permits and Approvals:

While the Executive Office of Transportation is the project proponent, the MBTA will own and operate the project. As an entity of the Commonwealth of Massachusetts, the MBTA is generally exempt from the requirements of municipal permitting programs.

The federal and state permits and approvals anticipated to be required are listed below:

National Pollution Discharge Elimination System General Permit, Section 402, Federal Clean Water Act – U.S. Environmental Protection Agency, Massachusetts Department of Environmental Protection.

Department of Conservation and Recreation (DCR) access permit – for work affecting Charles Circle

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|---|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input checked="" type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	7			
New acres of land altered*		0		
Acres of impervious area	7	0	7	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage**	TBD	TBD	TBD	
Number of housing units	NA	NA	NA	
Maximum height (in feet)	NA	NA	NA	
TRANSPORTATION				
Vehicle trips per day	NA	-1,400 auto person-trips	-1,400 auto person-trips	
Parking spaces***	TBD	0	TBD	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	NA	NA	NA	
GPD water withdrawal	NA	NA	NA	
GPD wastewater generation/ treatment	NA	NA	NA	
Length of water/sewer mains (in miles)	NA	NA	NA	

* It is assumed that all work will be conducted within areas that were previously altered.

** "TBD" indicates that impacts will be determined at a later date when design plans are further advanced.

*** The number of current on-street parking spaces will be determined during development of the SEIR. No additional parking spaces are proposed. Spaces temporarily lost during construction will be replaced.

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

It does not appear that any of the DCR roadway parcels or public rights of way are subject to any conservation restriction and/or Article 97 requirements. This will be confirmed during the development of the SEIR.

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL / ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify: see below) No

A review of MassGIS files revealed that the project area along Cambridge Street lies adjacent to the Beacon Hill Historic District as designated in the State and National Registers of Historic Places. The project area also lies close to the Charles River Basin Historic District which is designated in the National Register of Historic Places. The review also revealed that two sites immediately adjacent to the project on Cambridge Street are listed on the State and National Registers of Historic Places - the Old West Church/ West End Church and the Harrison Gray Otis House. There are also six additional historic sites within one block of the corridor. No alterations to any of these structures are anticipated.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

The Red Line/Blue Line Connector Project is an initiative of the Executive Office of Transportation (EOT) in coordination with the Massachusetts Bay Transportation Authority (MBTA) to implement enhancements to transit services that will improve mobility and regional access for the residents of East Boston and North Shore communities and the residents of Cambridge and the northwestern suburbs. The project will also enhance access to Massachusetts General Hospital and the surrounding medical facilities from East Boston, Revere, and the North Shore.

The proposed Red Line/Blue Line Connector Project consists of the extension of the MBTA's Blue Line under Cambridge Street to Charles/MGH Station. The project begins at the Government Center Station Blue Line platform and extends to the connection with the new Charles/MGH Station headhouse. It consists of at least three major components: 1) the realignment of the westbound Blue Line track through Bowdoin Station including the widening of the existing tunnel and the closure of the existing Bowdoin station, 2) a new rapid transit tunnel extending the Blue Line under Cambridge Street, from Joy Street to Charles Circle, and 3) a new underground Blue Line Station connected to the existing Charles/MGH Station headhouse. It may also include the construction of a new Bowdoin Station accompanied by additional modifications to existing

tunnels. The exact configurations of both the new Charles/MGH platform and potential new Bowdoin Station have not been determined.

The entire project, with the exception of parts of Bowdoin Station, lies within the right-of-way of Cambridge Street. Cambridge Street is a heavily traveled urban arterial, wider than most arterials in downtown Boston. The land use at the eastern end of the project, east of Staniford Street, is primarily state and federal government buildings. West of Staniford Street, the land use on the north side of Cambridge Street is commercial and institutional, including Massachusetts General Hospital, with the exception of two historic buildings. On the south side of the street, structures are older and smaller commercial buildings with some residences. Behind these buildings lies the Beacon Hill residential neighborhood.

As noted above, the alignment for the project is well understood and construction will be confined to Cambridge Street and the area within and above existing subway tunnels. The limits of the project are defined by 310 CMR 7.36(2)(i) to be the Blue Line at Government Center to the Red Line at Charles Station. The transportation mode to be employed is also clear. There are no practical build alternatives employing a mode other than Blue Line rapid transit. The only design alternatives to be considered are the track and platform configurations for both Charles/MGH Station and the possible Bowdoin Station replacement. Due to these known project limitations, EOT is requesting that a Single Environmental Impact Report (SEIR) be prepared for the Red Line/Blue Line Connector. The SEIR for the project will consider the following design alternatives:

1. No Action
2. Blue Line extension to Charles/MGH Station with Elimination of Bowdoin Station
3. Blue Line extension to Charles/MGH Station with Relocated Bowdoin Station

The build alternatives are expected to boost transit ridership, reduce automobile travel through downtown, improve air quality, reduce congestion in the existing downtown transfer stations, and improve mobility and economic development opportunities for residents of East Boston, Revere, Winthrop, Chelsea, Cambridge and Somerville. The build alternatives will also enhance access to Massachusetts General Hospital from East Boston, Revere, Winthrop, Chelsea, and the North Shore. The principal potential negative impacts include ongoing noise and vibration, and construction impacts resulting from cut and cover construction methods.

The SEIR will be prepared in accordance with the Secretary's Certificate on the Environmental Notification Form. The SEIR will be built on the ENF framework that responds to the Secretary's ENF Certificate. The SEIR will contain the following:

- Table of Contents
- Executive Summary
- Project History
- Description of the proposed action
 - The proposed Blue Line extension will be documented in greater detail including specific new tunnel locations, relocated tunnel and station locations, new station location, new and relocated track and supporting services.
- Summary of the Alternatives considered and rationale for selection of the Preferred Alternative
 - The only alternatives considered will be No Action and two variations of the Blue Line Extension to Charles/MGH. The rationale for selection of the preferred alternative will be documented, including the prior studies and the extensive public involvement process.
- Description of the existing environment
 - This will include the existing land use; urban design; transportation systems; social, economic, and cultural environment; and subsurface conditions
- Description of project impacts due to construction and operations
 - The SEIR will document the expected improvements in mobility, traffic congestion and air quality resulting from the operation of Red Line/Blue Line Connector, while also documenting any construction and ongoing impacts resulting from the project and mitigation measures to reduce these impacts. With the refinement of the station designs and track relocations, the SEIR will be able to address the impacts that would result from construction activities. Any impacts on access to businesses, institutions, and residences, during or after construction, will be documented. Impacts on noise, vibration, and the

visual environment will also be documented. Mitigation measures for hazardous materials affected by construction will be identified.

- Proposed Section 61 Findings (mitigation commitments)
- Comment letters on the EENF and responses to comments
- Supporting graphics, including project location, existing conditions (sensitive receptors, environmental impacts including visual environment, cultural resources, traffic volumes and patterns), conceptual design (cross-sections, platforms and stations, streetscape), and mitigation elements.
- Technical Appendix, noise and vibration analyses
- Technical Appendix, air quality analysis
- Technical Appendix, geotechnical analysis
- Technical Appendix, traffic analysis

This EENF will be filed in September 2007 with the SEIR completed by April 2010. Final Design will be completed by December 2011. For planning purposes it is assumed that construction would begin in 2013 and be completed in 2017, if a decision is made to advance the project. The planning horizon for the SEIR will be the year 2030.

Additional descriptions of the project are contained in Attachments 2 and 5. Attachment 2 describes the proposed project in more detail. Attachment 5.1 is the Executive Summary from the 1987 engineering and environmental study conducted by Howard Needles Tammen & Bergendoff (HNTB). Attachment 5.2 summarizes the analyses conducted for the MBTA's 2003 Program for Mass Transportation and revised for the most recent regional transportation plan. Attachment 5.3 presents documentation on the need to re-align the westbound Blue Line track through Bowdoin Station. Attachment 5.4 presents additional current environmental information developed for the purposes of filing this EENF.